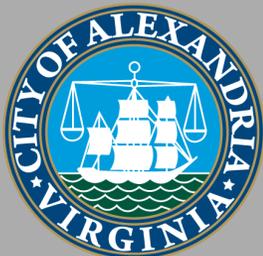




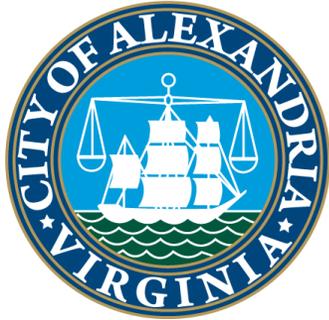
DEL RAY GATEWAY PROJECT: COLASANTO INTERACTIVE FOUNTAIN/SPRAY PARK COMMUNITY MEETING



MARCH 4, 2021 7:00 PM
ALEXANDRIA, VA

Planning and Design Team

City of Alexandria Staff



Beth Znidersic



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Consultants



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Luke VanBellegem



Andy Gorecki



Katie McDaniel

1 Introductions

- Project Team
- Audience poll questions

2 Recap of the Process So Far

- Project History
- Design Guidelines

3 Analysis

- Site Location
- Opportunities and Constraints

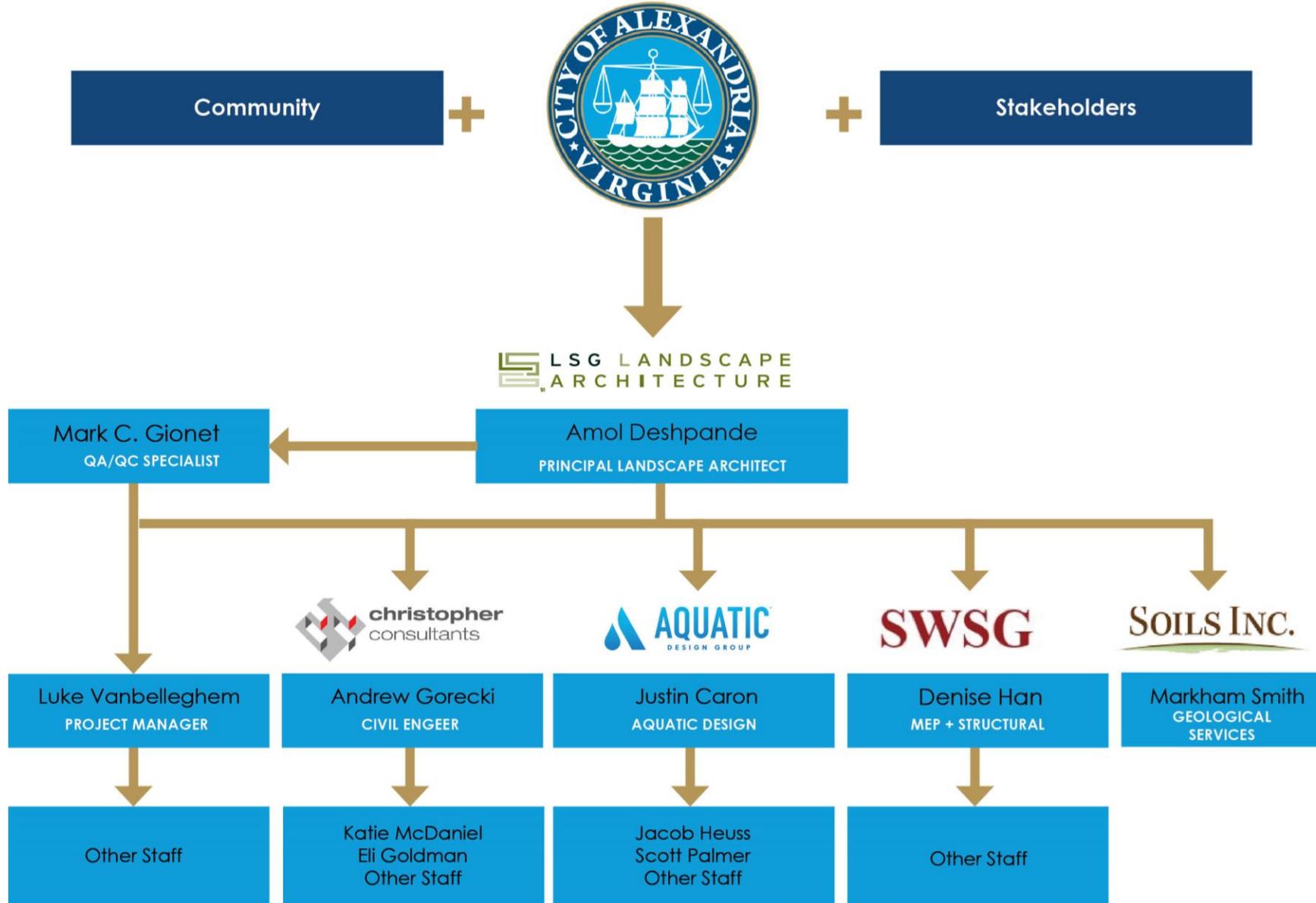
4 Feedback Summary and Next Steps

- Audience poll questions



- 1 Introductions
- 2 Recap of Process So Far
- 3 Analysis
- 4 Feedback Summary and Next Steps





Poll Question 1:

How close do you live to the Colasanto site?

- 1A. .5 mile
- 1B. 1 mile
- 1C. 1.5 mile
- 1D. 2 miles
- 1E. More than 2 miles





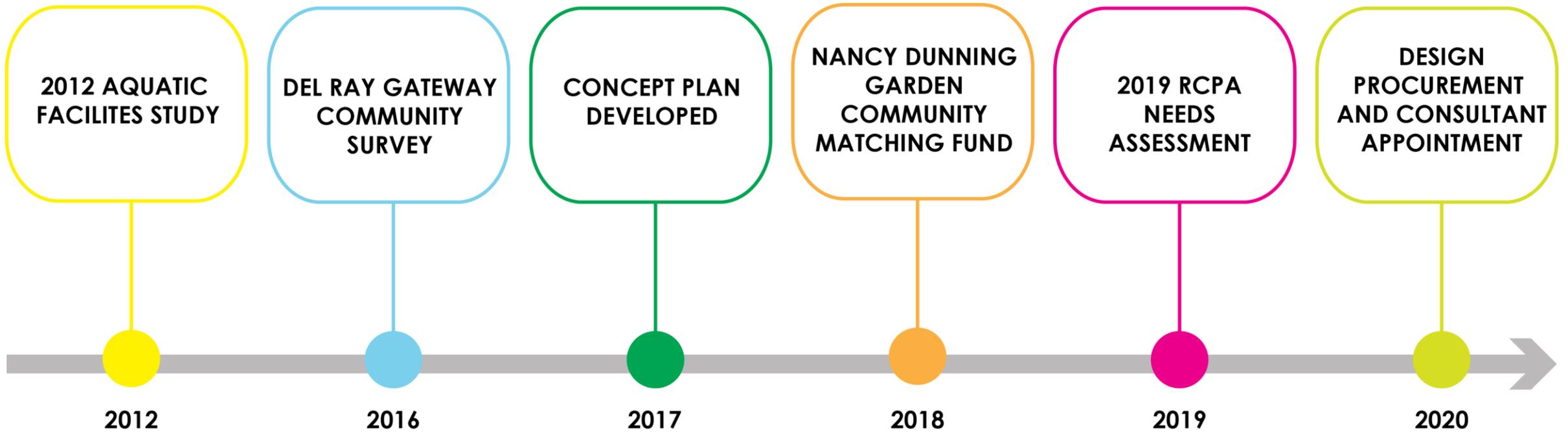
Poll Question 2:

Which best describes you or your household?

- 2A.** I plan to be a heavy user of the fountain
- 2B.** I plan to be an occasional user of the fountain
- 2C.** I am more interested in the plaza when it is dry
- 2D.** I am primarily concerned with how this space functions as a gateway
- 2E.** None of the above

- 1 Introduction
- 2 Recap of Process So Far
- 3 Analysis
- 4 Feedback Summary and Next Steps



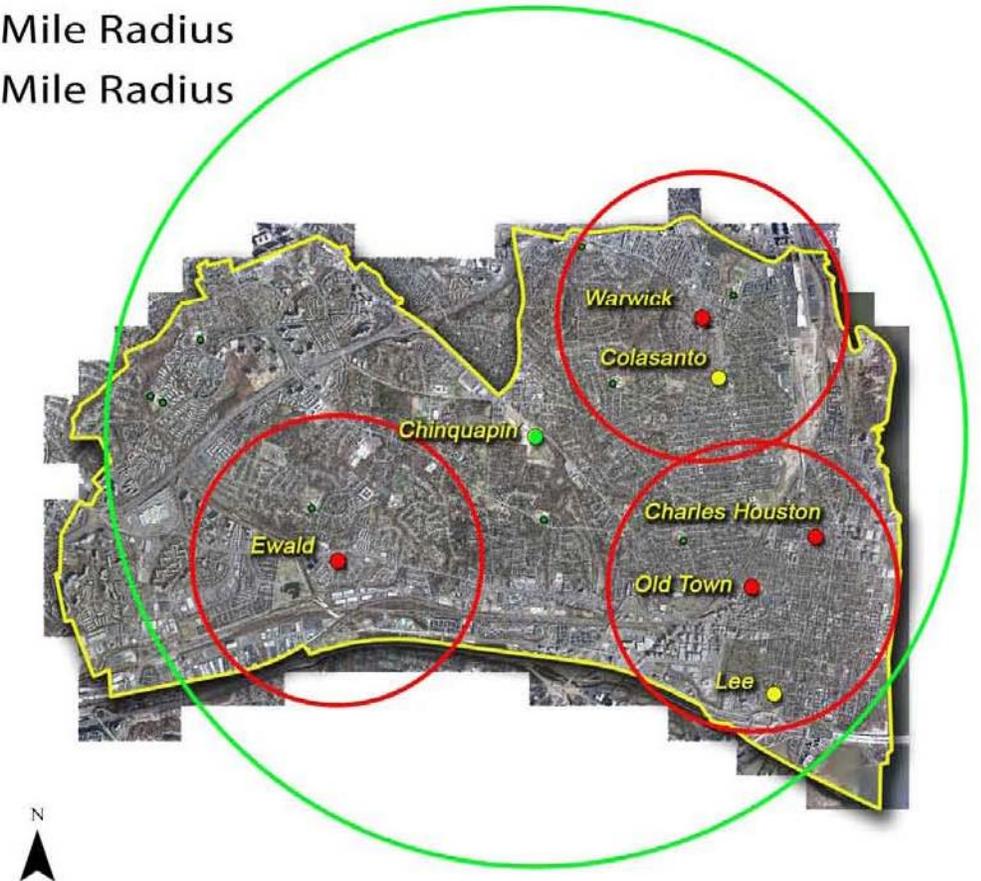


Aquatic Facilities Study 2012

In 2012, the Kimley-Horn and Councilman-Hunsaker completed a City-wide Aquatic Facilities Study to confirm the aquatic programming needs of the Community, verify the types and quantity of facilities to meet these needs, evaluate the most appropriate locations for facilities based on traffic patterns and use, determine the financial impact of the construction costs of the facilities and recommend an aquatic facility system to meet the City's needs for the next 30 years.

Existing Pool Locations and Service Areas

- 3 Mile Radius
- 1 Mile Radius

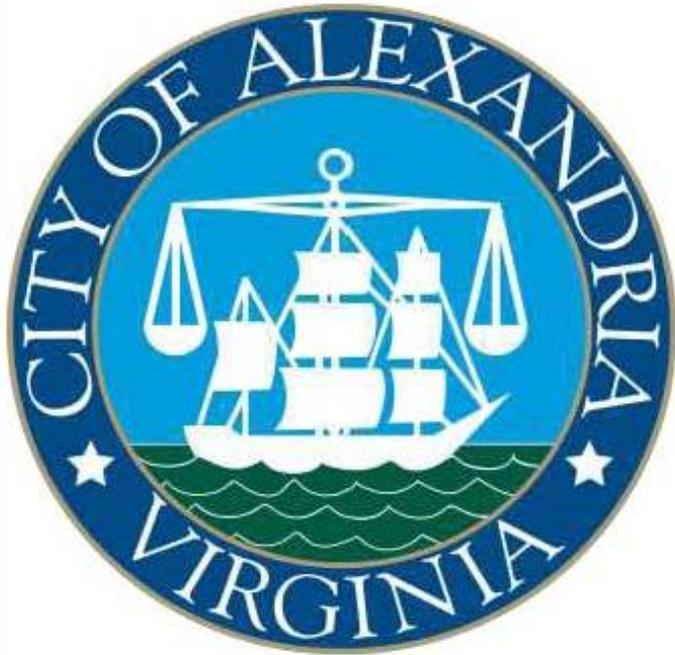




The recommendation for Colasanto is a decorative interactive fountain feature and two shade umbrellas. The existing pool space adjacent to the art center can be turned into a plaza for public festivals, art display, and an interactive fountain – enhancing the Del Ray entry point while providing water play fun for neighborhood users and visitors during the summer months.



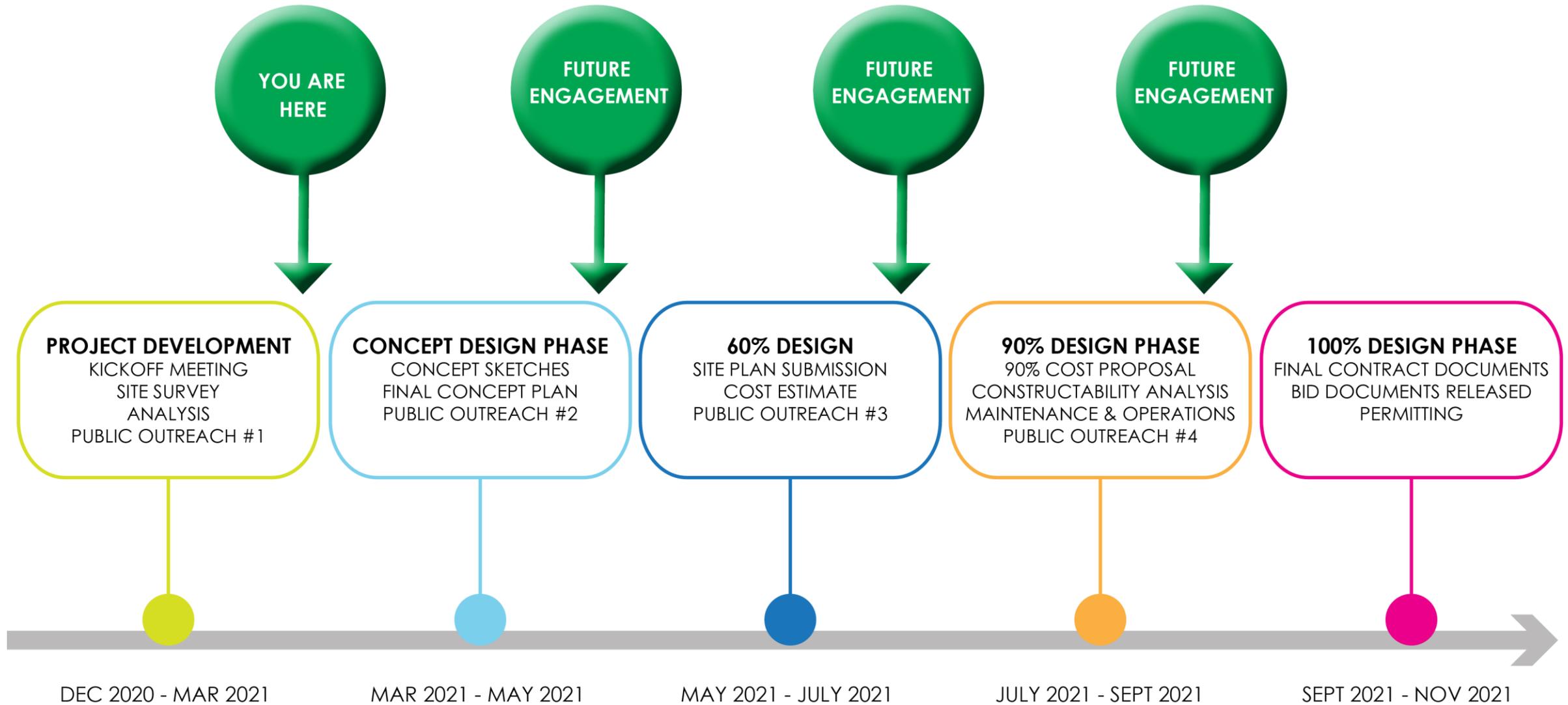




Community Interest and Opinion Survey Report of Results

October 2019

- The City completes a Needs Assessment of Recreation, Parks and Cultural Activities every two years. The 2019 Needs assessment identified Water/spray grounds as a higher unmet need
- The survey also identified that outdoor public art is a higher unmet needs and a higher level of importance to the community.



Guidelines from Needs Assessment and Community Survey

- At grade aquatic facilities
- Multi-generational, inclusive
- Functions as a plaza
- Functions as an entry way
- Does not impact Colasanto Center building
- Should incorporate an art component



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Alexandria, VA

- Founded 1749
- 15.75 square miles
- Population: 159,200
- Strategic Location.
- Mission of the City of Alexandria Department of Recreation, Parks and Cultural Activities is to enrich the City of Alexandria by creating meaningful experiences through public space, cultural activities, and programming.
- City of Alexandria operates three outdoor pools and one indoor pool.



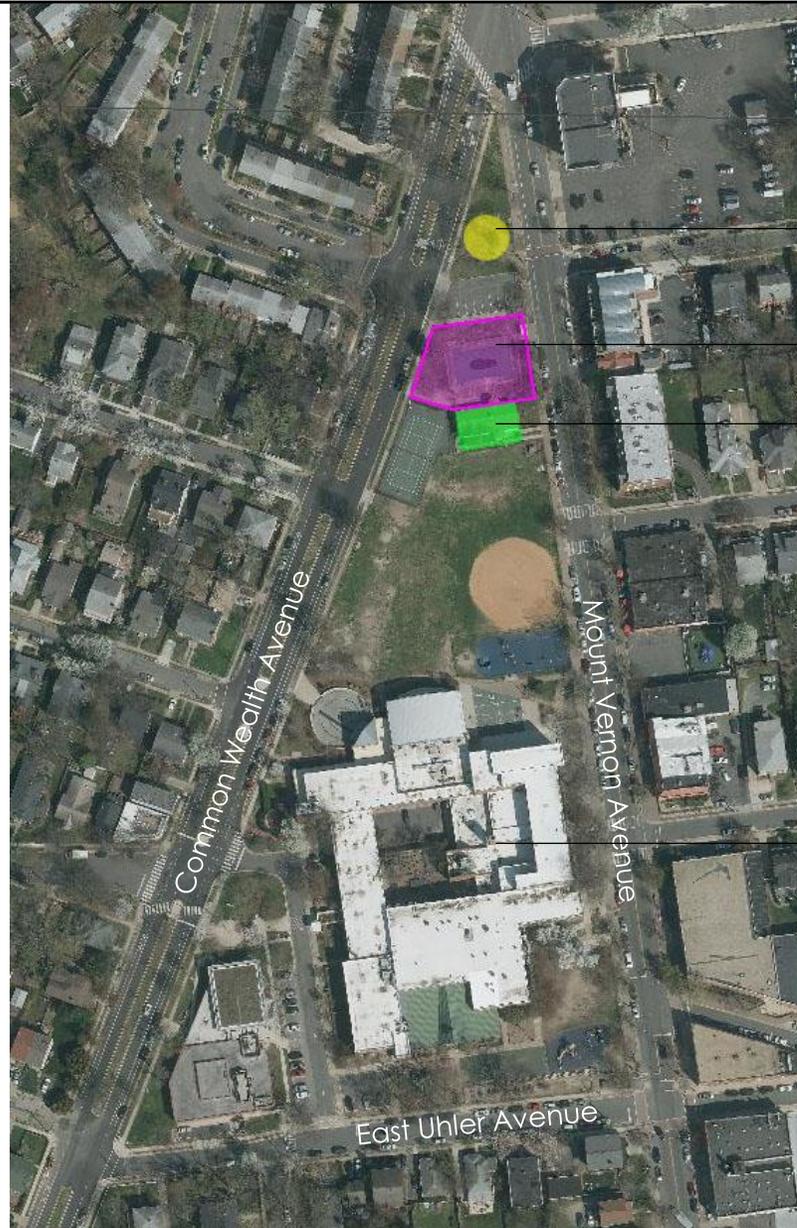
Del Ray

- A former streetcar suburb incorporated into the city of Alexandria in 1930.
- The neighborhood is known for its small-town feel, artistic sensibilities, independent businesses, and diverse resident mix.
- Del Ray is centered on Mount Vernon Avenue as its Main Street and civic heart.
- The Project site is at the North end of Del Ray.



Del Ray Gateway Project

- The site is bounded by Commonwealth Ave, Mt. Vernon Ave and Mt. Vernon community school & recreation center.
- It is named after city manager Nicolas Colasanto.
- The Colasanto Center, home to Del Ray Artisans
- The Nancy Dunning Memorial Garden.
- Colasanto Pool has been closed since 2010
- There is strong community interest & partnership in this project. Stakeholders include:
 - Del Ray Gateway,
 - Del Ray Citizens Association,
 - Del Ray Artisans,
 - Alexandria Public Schools,
 - adjacent neighbors.



Nancy Dunning Memorial Garden

Project Site

Colasanto Center

Mt. Vernon Community School & Recreation Center



COLASANTO CENTER FROM MT. VERNON AVE



PARKING LOT



ADJACENT NANCY DUNNING GARDEN



MATURE TREES, OPEN GREEN SPACE



POOL



FROM MOUNT COMMONWEALTH AVENUE



MOUNT VERNON RECREATION CENTER



MOUNT VERNON COMMUNITY SCHOOL



JAMES M. DUNCAN JR. PUBLIC LIBRARY



PAT MILLER SQUARE





Schools in the Town of Potomac

In September 1900, Alexandria County opened the original Mount Vernon School on this property to educate children up to the 8th grade. In spite of continual expansion, crowding was always a problem. By 1932, it was necessary to rent the bank building at 2401 Mount Vernon Ave. for classroom space. In 1935, the Mount Vernon School took over the former George Mason High School building next door and operated both school buildings. In 1968, the former high school was completely renovated and expanded, and the original Mount Vernon School building was demolished to make way for the current playground. The schools were all white, as there were no African Americans in the town in the 1920s. The few blacks in the surrounding areas were sent to Alexandria's African American schools, and the county paid their tuition.



An early view, by 1929 Mount Vernon School had expanded considerably. George Mason High School is on the right in the background. By the time needed by a principal, accountants, principal and his teachers.

Mount Vernon School is seen here in 1900. The building was the former George Mason High School. The building was completely renovated and expanded in 1968. The original Mount Vernon School building was demolished to make way for the current playground. The schools were all white, as there were no African Americans in the town in the 1920s. The few blacks in the surrounding areas were sent to Alexandria's African American schools, and the county paid their tuition.



The George Mason High School class of 1935, consisting of thirteen boys and seven girls, was the last before the Town of Potomac schools were absorbed by the City of Alexandria. The class was held in the building at 2401 Mount Vernon Ave. The boys were: [names listed]. The girls were: [names listed].

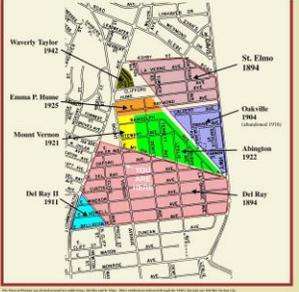
The George Mason High School class of 1935. Photo: [source]

Since Alexandria County had no high school, parents began organizing for the school board to pay their children's tuition in the City of Alexandria High Schools in 1915. In 1917, the district school board bought the Richard Lloyd house, about a half mile west of here, and converted it into the George Mason High School with two teachers and thirty students. In 1925, the Lloyd house was sold to the Episcopal Church for use as St. Agnes' Girls School, and the building in front of you was constructed on the new George Mason High School. Following annexation, the City of Alexandria built George Washington High School (now a middle school) south of here.



The Town of Potomac

When the Washington, Alexandria & Mount Vernon Railway announced plans in 1892 that linked tracks between Washington, D.C. and Alexandria, the flat, open land south of Alexandria became a prime site for a new community. The development firm of Wood & Johnson bought two large plots of land in 1894 — a larger one called "Del Ray" from the estate of John Clark and a smaller one called "St. Elmo" — separated from each other by a creek. The Town of Potomac, Virginia, was chartered in March 1896, founded on the east by the Washington & Annapolis Turnpike and U.S. Route 1, and the north by the Old Georgetown road (now Clarendon Blvd and Woodlawn Avenue), John Street, and the street to the electric rail line (now Commonwealth Avenue), and on the south by Bellvue Avenue.



Del Ray and St. Elmo are early examples of residential subdivisions, one of the first later urban electric railways in the country provided a rapid means of transit for workers going between Washington and Alexandria. The Town of Potomac was also one of the first recipients of federal highway funds in 1915 when implementation of Mount Vernon Avenue was completed. One of the early transportation developments was the electric rail line (now Commonwealth Avenue), and on the south by Bellvue Avenue.



Mount Vernon Avenue

Proposed for a modern road connecting the nation's capital with the Mount Vernon Estate were selected in 1898 and proposed in 1915 and later in the next few years. In 1906, a group of new roads and a connecting road from Alexandria, Virginia, to Washington, D.C. was proposed. With the construction of an electric rail line resulting in a similar route, the road proposal and resulted in a robust Mount Vernon Avenue in 1914. Originally, the George Washington Memorial Parkway used an old route north of Alexandria in 1914 and formed the electric railway's right-of-way for the portion south of the city.

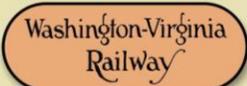


The appearance of many grander automobiles changed American life in many dramatic ways, including the need for high quality paved roads. In 1914, the federal government began subsidizing "macadam roads" for new materials and construction techniques. An early form of macadamization was used here. These projects were especially sought after. One of the first to be completed was the "Macadam Road" between Experimental Road, which ran from the foot of the Highway Bridge at the intersection of the new Arlington Ridge Road, along Mount Vernon Avenue and into Alexandria.

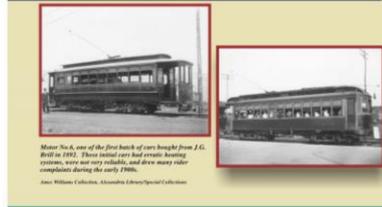


The Electric Railway

The interurban streetcar caused a revolution in American life, permitting for the first time a suburban lifestyle. "Streetcar suburbs" became the 20th-century ideal of American middle-class family life with a home, yard and commute to work in the cities. One of the first electric interurban railways in the country, the Washington, Alexandria & Mount Vernon Electric Railway began operation in 1892. It became a full-service line with the opening of the Alexandria to D.C. route via Rosslyn in 1896. Taking advantage of the promised transit opportunities, realty offices started selling homes in the developments of Del Ray and St. Elmo, two of the earliest streetcar suburbs in the nation. The railway continued until 1932.



Originally known as the Washington, Alexandria & Mount Vernon Electric Railway, the company merged with another railway to become the Washington-Virginia Railway in 1918. In 1932, the company divided into again, and this line became part of the Mount Vernon, Alexandria & Washington Railway.

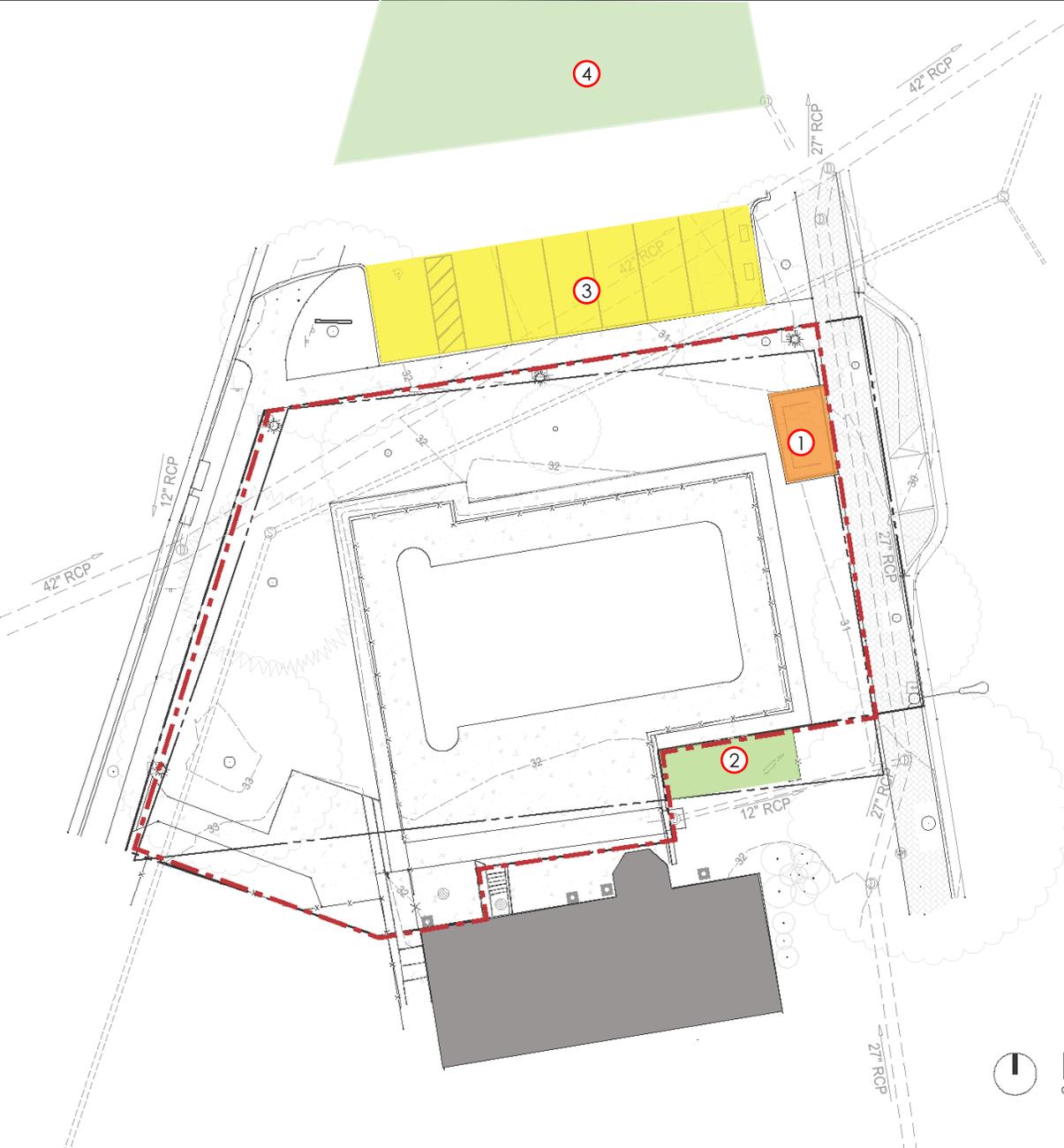


The small routine buildings were located between the two tracks, in what is now the location of Commonwealth Avenue. You are standing above where the station was in 1892, when this photo of Peter J. Clarke and his family was taken as they returned from Washington. The Mt. Vernon development office is visible in the background, right next to the main stop, where new houses are now being sold along the west side of the track. The building was torn down in the 1930s.

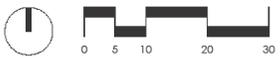
During the lifetime of the railway, Peter M. Ryan formed a company near its mouth at the Potomac River. Here a Washington-Virginia Railway train on its way to Washington passes over the trestle that would later be the northern end of Commonwealth Avenue. Peter M. Ryan built the trestle in the background.

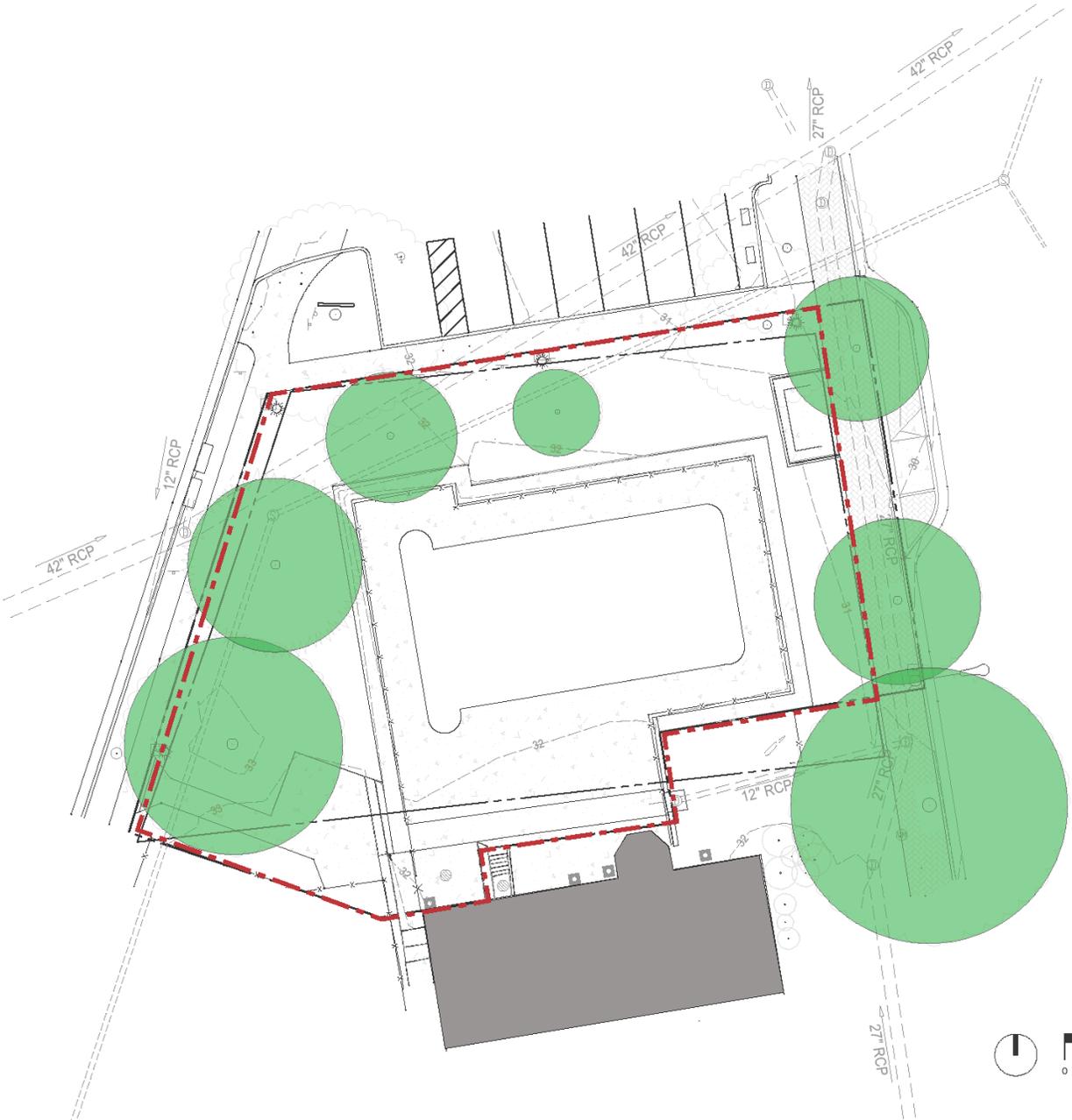
Mount No. 20 was one of thirteen interurban streetcars and was the last to operate from Alexandria about 1907 with an improvement in service. It was replaced by Washington No. 10, which was replaced by Washington No. 11, which was replaced by Washington No. 12, which was replaced by Washington No. 13, which was replaced by Washington No. 14, which was replaced by Washington No. 15, which was replaced by Washington No. 16, which was replaced by Washington No. 17, which was replaced by Washington No. 18, which was replaced by Washington No. 19, which was replaced by Washington No. 20.



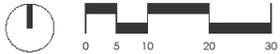


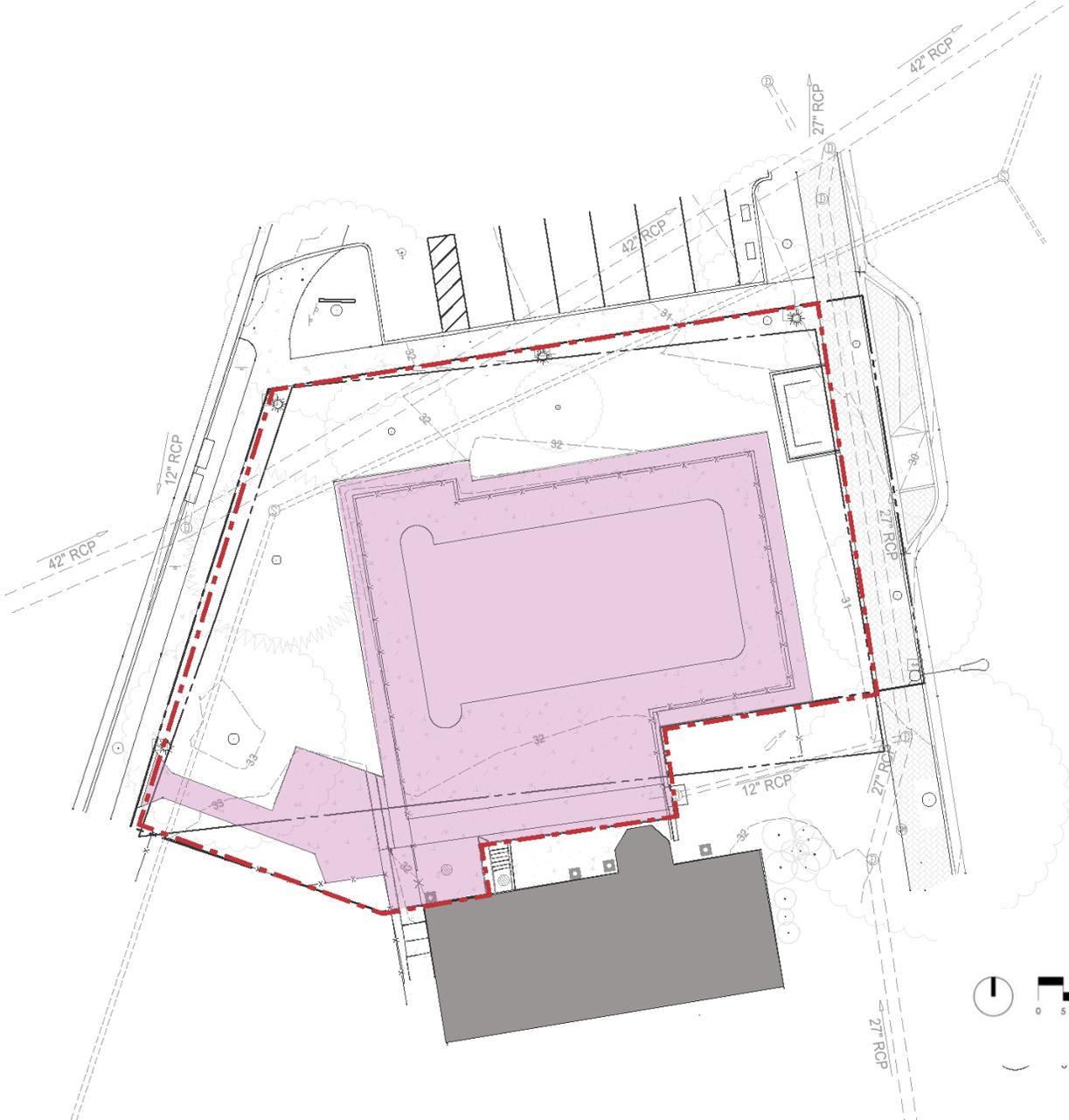
- Limit of Work
- ① Bus Stop
- ② Garden
- ③ Parking Lot with Recent Accessibility Improvements
- ④ Nancy Dunning Memorial Garden



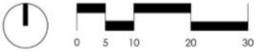


Existing Trees

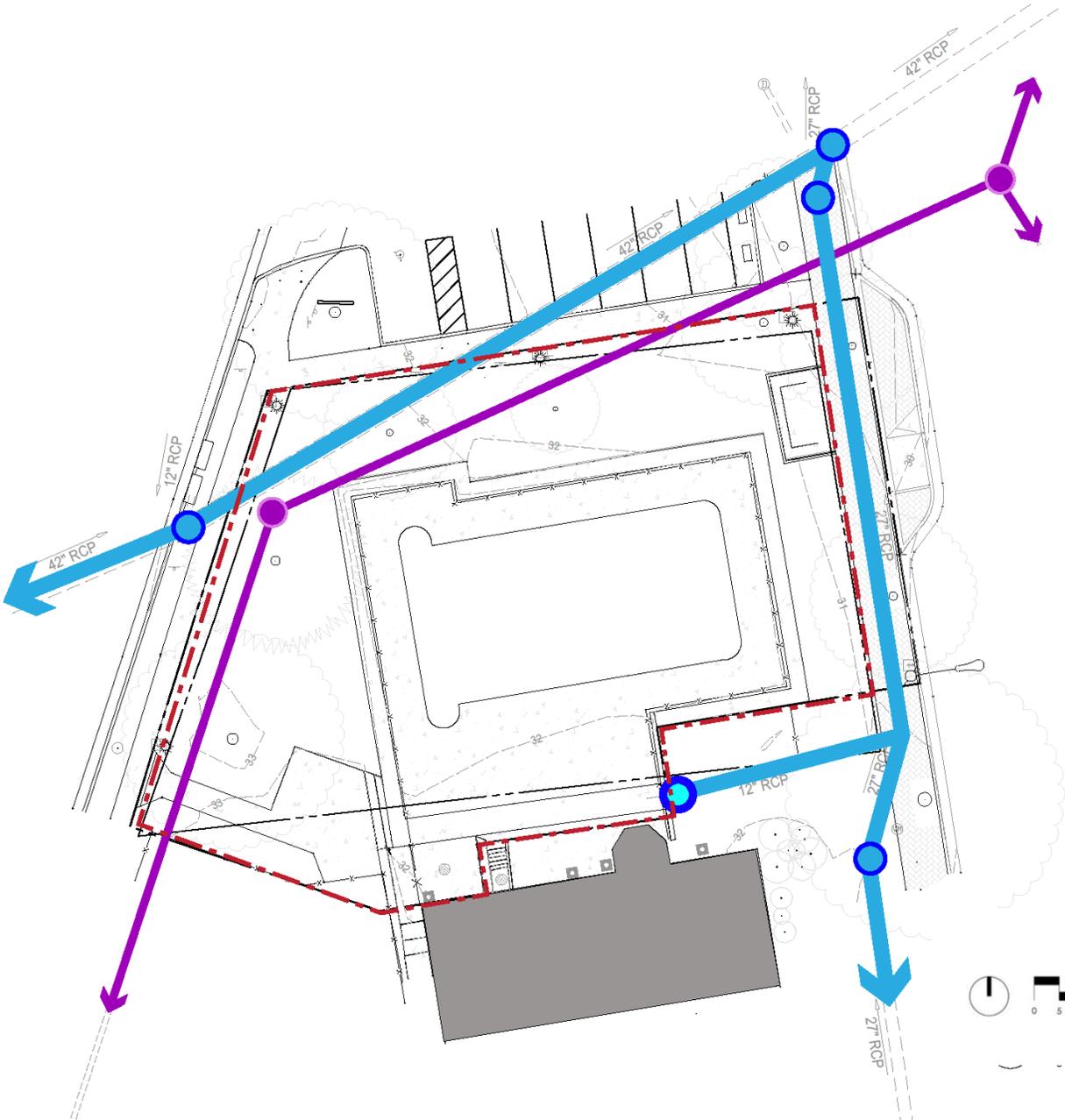




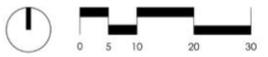
 Impervious Surface
Approximately 6,000 sf

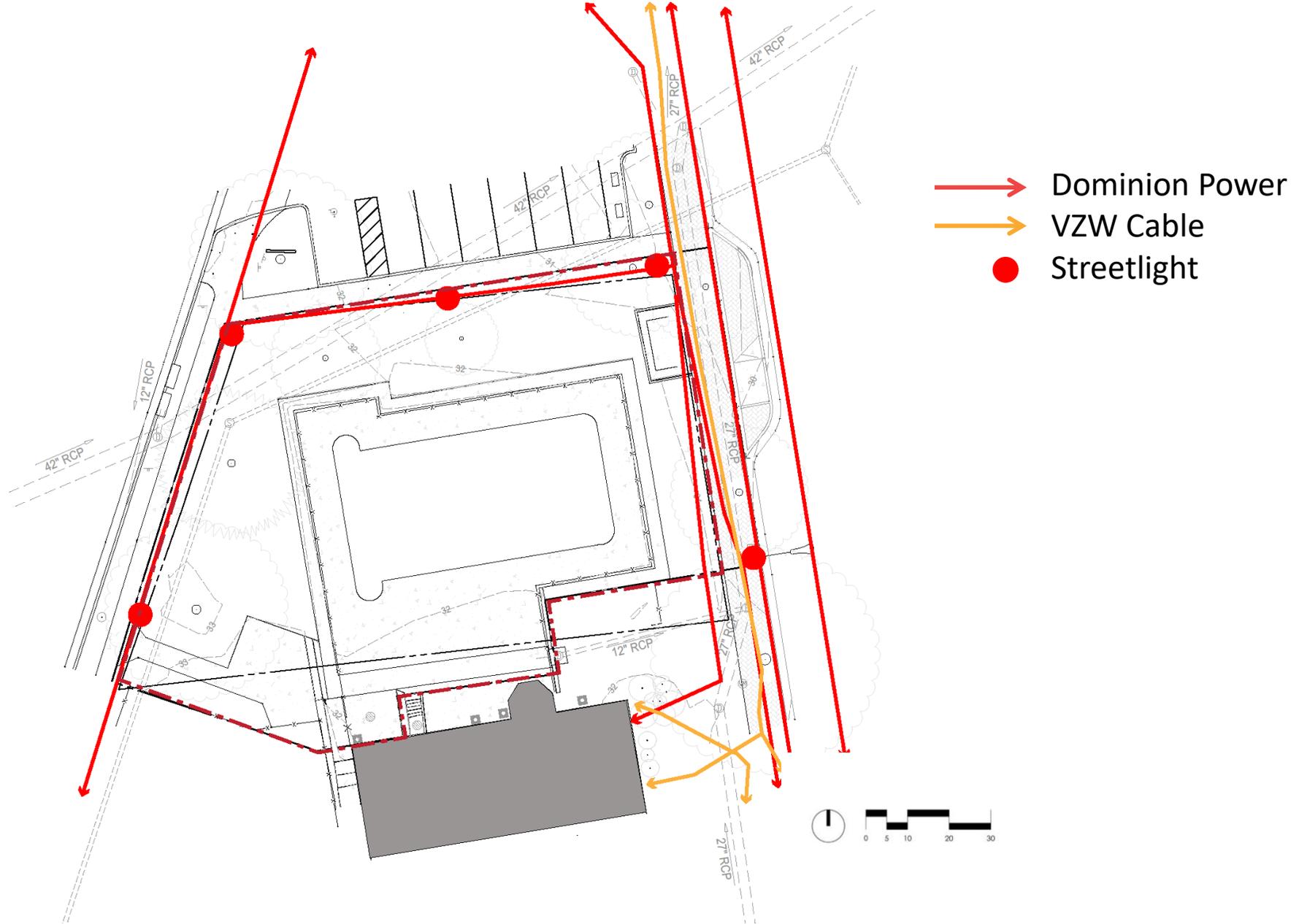


3
2
1
0



- Stormwater
- Stormwater Manhole
- Stormwater Outlet
- Sewer
- Sewer Manhole







- Limit of Work
- ① Bus Stop
- ② Garden
- ③ Parking Lot with Recent Accessibility Improvements
- ④ Nancy Dunning Memorial Garden
- Existing Tree
- Impervious Surface
- Stormwater
- Stormwater Manhole
- Stormwater Outlet
- Sewer
- Sewer Manhole
- Dominion Power
- VZW Cable
- Streetlight

Guidelines from Needs Assessment and Community Survey

- At grade aquatic facilities
- Multi-generational, inclusive
- Functions as a plaza
- Functions as an entry way
- Does not impact Colasanto Center building
- Should incorporate an art component

Guidelines from Site Analysis

- Mature Trees
- Impervious surface and Stormwater Management
- Utilities
- Existing Assets: Bus Stop, Nancy Dunning Garden, Artisans Garden, Colasanto Center

- 1 Introduction
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Poll Question 3:

How do you feel about what you heard tonight?

- 3A.** I understood the project background, the analysis and I am ready for the next steps.
- 3B.** I understand some but not all of what I have heard. I need further clarification.
- 3C.** I am confused about the project.
- 3D.** I understood the information, but I have concerns.





Poll Question 4:

Select your top three most important design considerations.

- 4A.** At grade aquatic facilities
- 4B.** Multi-generational & inclusive
- 4C.** Functions as a plaza
- 4D.** Functions as an entry way
- 4E.** Incorporates an art component

Questions, Comments or
Feedback?



Next Steps

- Process feedback
- Begin design work
- Outreach with next public meeting: Late Spring/Early Summer

Visit the project website:

www.alexandriava.gov/recreation/default.aspx?id=120275

Contact: Bethany Znidersic, Principal Planner
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Parks and Cultural Activities
Bethany.Znidersic@alexandriava.gov
703.746.5492

